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日五廿月六年元統宣

HONGKONG, TUESDAY, AUGUST 10TH, 1909.

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[a40-2]

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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 3.00 p.m. Every 10 minutes.
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5.00 p.m. to 8.00 p.m. Every 10 minutes.
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [a549]

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Hongkong, 17th April, 1907. [a415]

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Consultation Free.
Hongkong, 21st September, 1905. [a504]

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[a853-3]

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Leave—Shanghai (Steamer)	Thursday	Saturday or Sunday	
Arrive—Dairen	Monday or Tuesday	Friday	
Lv. —Mukden	11 a.m.		
Lv. —Mukden	8.50 p.m.		
Lv. —Changchun	9.15 p.m.		
Lv. —Changchun	5 a.m.	Monday	Wednesday
Lv. —Harbin (Russian Train)	6.55 a.m.		
Lv. —Harbin	3 p.m.		

Connecting at Harbin with

SOUTH-BOUND.			
Leave—Harbin (Russian Train)	9 a.m.	Thursday	Saturday
Arrive—Changchun	6 p.m.	Friday	Sunday
Lv. —Mukden	2.10 a.m.	Wednesday	Friday
Lv. —Dairen	2.30 a.m.		
Lv. —Dairen (Steamer)	12.30 p.m.		
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Co. Administration offers for Sale
METALLIC BREAKAGE AND SPOILED
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2. STEEL BREAKAGE ... 42,000 "
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6. SPOILED RUBBER about 1320 "
Persons who like to buy Metallic Breakage
and Spoiled Rubber are asked to make their
Applications not later than 12 o'clock Noon,
the 1st of SEPTEMBER, 1909, to the address of
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must contain:
1. Christian name, second name, surname
and the address of the purchaser.
2. Quantity and kind of metallic breakage he
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3. Price of each kind separately.
4. With the Application should be enclosed
the receipt of a deposit of security in the
Principal Account Office, amounting to
10 per cent. of the proposed price, or the
receipt of a deposit in any Section of Russian
Chinese Bank on current account of the
Railway's Director and the Conditions
signed by purchaser.
All information necessary and conditions can
be procured at the Material Department in
Harbin, daily, except Holidays from 9-3 o'clock
p.m. The Railway Administration has the
right not to sell those parts of breakage on which
the offered price is too low and also has the
right not only to consider the price offered, but
other considerations as well.
CHINESE EASTERN RAILWAY CO.,
Harbin, 23rd June, 1909. [a977]

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Co., Ltd.
Hongkong, 13th July, 1909. [957]

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[a42]

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Hongkong, 24th July, 1905. [a998]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a1623]

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Comfortable accommodation for travellers
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[a1961]

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Special arrangements for a long stay.
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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.

Hongkong, 19th July, 1909.

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Correspondents must forward their names and
addresses with communications addressed to the
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LONDON OFFICE: 131, FLEET STREET, EC.

The Daily Press.

HONGKONG, AUGUST 10TH 1909.

Now that the members of the Self-Government Society of Canton, at a meeting attended, according to the report we published yesterday, by several thousands of persons, have enthusiastically resolved to "have no further dealings with any firm, Chinese or foreign, who employ Portuguese clerks or assistants," we trust strong diplomatic action will be taken, not by any individual Minister at Peking, but by the whole Diplomatic Body. During the brief existence of the Self-Government Society at Canton it has successfully engineered three boycotts against foreign commercial interests, and has now entered upon a fourth, more far-reaching than any which have preceded it, but too far-reaching, perhaps, to be as successful as the others proved, if only there is combination among foreign firms to resist the domination of this mischievous organisation. We have seen boycotts successfully preached for a time, first, against American trade, then, against Japanese trade, and latterly against a single British firm with extensive and manifold interests in China. Diplomatic action has proved futile, and experience has shown that when the boycott is directed against individual firms, the quickest, if not the only, method of ending it is submission to a species of blackmail. Individual firms cannot be blamed for sacrificing principle to interest, but that this Society should be allowed to continue to act in defiance of the Treaties by imposing restraints on trade not only shows

the Chinese administration to be scandalously ineffective to secure the observance of the Treaties, but reflects seriously also upon the effectiveness of diplomatic action at Peking. We have seen this Society since it came into existence not only preaching boycotts, but enforcing them with heavy penalties on insubordinate traders, and, what is more, we have heard of one case where blackmail was paid by a firm simply to avoid a reference of a matter to the Self-Government Society, though the firm was well assured that the charge made had not the slightest foundation in fact. According to the Treaties foreigners "shall receive and enjoy for themselves and everything appertaining to them the protection of the local authorities of government, who shall defend them from all insult and injury," and the Diplomatic Body would surely be amply justified in insisting that the local authorities in Canton and throughout the Empire shall faithfully observe their obligation to defend foreign traders from the insult and injury which is being done to them by this constant succession of boycotts. Self-Government Societies were called into existence by Imperial Edict to assist, and not to over-ride, the Government. Their proper course in such questions as have given excuse for the boycotts would have been to make representations to the provincial or, if necessary, to the Imperial Government and to accept the decision as final. These Societies have been organised as training schools for the education of the people in Constitutional Government, but they are schools without teachers possessing the remotest idea of what Constitutional Government really means. The Self-Government Societies, as it seems to us, never likely to fulfil their purpose of paving the way for a Constitutional Government unless men qualified for the purpose are appointed to give the much-needed instruction and guidance; and in view of what the Self-Government Society of Canton has done, and is still doing, the statesmen of China can hardly fail to grow extremely pessimistic regarding the future of the Empire if the intention is fulfilled of granting a constitutional form of government at an early date.

The health of H.E. Chang Chih Tung is reported in the Peking papers to be causing considerable anxiety.

A man and woman working in the fields at Pingchau in the New Territory quarrelled, and the man picking up a bamboo struck the woman on the leg, breaking the limb. She had to be taken to the hospital.

Private Stewart of the Buffs was placed before the Magistrate yesterday on a charge of having stolen a bottle of whisky valued \$1.75 from a conrade's shop in Queen's Road East. He was remanded and handed over to a military escort.

A family quarrel on Cheung Chan Island resulted in a riot, which was, however, quelled by the local police, who made six arrests. The men were placed before Mr. Hazeland at the Magistracy yesterday and ordered to pay a fine of ten dollars each.

Mr. de Carcer, who has been Envoy Extraordinary and Minister Plenipotentiary for Spain at Peking for the past eight years, and is the *doyen* of the diplomatic corps in the Chinese capital, is shortly leaving for home to fill a position in the Foreign Office at Madrid.

Yesterday was the anniversary of the coronation of King Edward, and the occasion was honoured in Hongkong. The *Tamar* (which has just come out of dock), the American and Portuguese cruisers, and two Chinese cruisers, dressed ship, and a salute of 21 guns was fired from the land battery at noon.

The roof of the verandah of St. George's Hall collapsed on Saturday afternoon, fortunately without involving any loss of life. The beams and debris fell through to the floor, which did not give way under the great strain. It is believed that white ants are responsible for the collapse of the beams.

It is to the credit of the police that they lost little time after being apprised of the theft of sharks fins from T. F. Talati's godowns at Wanchai in tracing and arresting two men and two women on whom suspicion strongly falls. The value of the goods stolen was almost \$2,000, and of this \$1,400 worth were recovered. The suspects were brought before the Magistrate yesterday and remanded.

Reports from Chemulpo state that on July 26th Mr. Wada, Director of the Chemulpo Meteorological Observatory, collected a number of relics of the stone age in the grounds of his official house at Hakkyen after digging for two hours only. It appears that after the establishment of the observatory on the top of Eungpungghyon hill in 1902 he came to the conclusion that the place was a shell-mound from the shells which had frequently been found at the top, notwithstanding that it was about 230 feet above the sea-level. He has since been making occasional observations, and, being convinced in his idea, has made the experimental excavation as above said. The relics discovered consisted of axes, arrowheads and swords all made of stone, besides a number of fragments of earthenware.

Sir Matthew Nathan, the Governor of Natal, has been visiting England owing to unsatisfactory news which he had received about the health of his mother.

The newly appointed Chinese Minister to Belgium, His Excellency Young Shu, arrived in the Colony yesterday afternoon, tiffed with H.E. the Governor at "Mountain Lodge," and was entertained at afternoon tea by members of the Chinese Club.

The return of visitors to the City Hall Library and Museum for the week ending the 8th August, 1909, shows that of non-Chinese there were 302 to the Library and 162 to the Museum, and of Chinese 227 to the former and 1,995 to the latter. The Library was, therefore, used by 529 persons and the Museum by 2,157.

A smart capture by the police was made known yesterday at the Magistracy in the hearing of a case in which two men were charged with having broken into a house in Second Street and stolen silk clothing to the value of \$3.30. The house was occupied by a tailor, who had the cloth for the purpose of making up. One man was arrested yesterday morning with a portion of the stolen property in his possession, and a little later the police inquiries resulted in another man being arrested at Yamnati. The latter had pawned his share of the clothing, but it was all recovered. The two men were sentenced to three months' imprisonment each and to six hours in the stocks.

A very large crowd assembled at the Kin Lee Yuan Wharf, Shanghai, to welcome Viceroy Chang Jen Chun on his arrival last Tuesday. A handsome awning had been erected and an escort of cavalry and a brass band were in attendance. As the ship passed the *Chia* and the French men-of-war it was greeted by the playing of several lively airs, followed by the Chinese national anthem and the national anthems of Great Britain and France. The ship came alongside promptly, and there was at first a great rush of waiting officials to go aboard, but the Viceroy sent word that he would receive all guests at the Bureau of Foreign Affairs, seeing only the three or four foreigners who were on the wharf to receive him. He quickly landed and was taken away in a carriage preceded by a Chinese cavalry escort and several mounted French policemen as far as the Yang-king-pang bridge, from which point Municipal Sikh troops under Sergeants Spottiswoode and MacSweeney, led the long procession to the Bureau of Foreign Affairs on Bubbling Well Road. His Excellency expected to remain in Shanghai two or three days and proceeded to Nanking by rail, his wife and family on the *Hsienming* proceeding to Nanking. A very large number of Chinese officials and merchants called on the Viceroy in the afternoon and the street in front of the Bureau of Foreign Affairs was crowded with carriages. H. E. Yuan Shu Huan, the new Viceroy of Canton, was expected to arrive at Shanghai from Tsingtao on Sunday and proceed direct to Nanking, where His Excellency will meet Viceroy Chang Jen Chun, after which H. E. will return to Shanghai to embark for his new post.

THE UNIVERSITY PROJECT.

DONATION FROM MESSRS. JARDINE,
MATHESON & CO.

We are authoritatively informed that Messrs. Jardine, Matheson and Co. have contributed a sum of \$25,000 to the Endowment Fund of the proposed Hongkong University.

THE GOVERNORSHIP OF MACAO.

The Macao newspaper *Acerdade*, referring to the transfer of H. E. the Governor Rodas to the governorship of Angola, says all the plans, projects and works relating to the reform of the administration of that colony fall to the ground, and the hopes of the inhabitants are dashed to the wall. It is always so in Portugal whenever a ministerial crisis takes place. During the short tenure of the governorship of Macao by Senhor Rodas no less than four ministerial crises have occurred, and the last of all was, according to public opinion, the worst of the series. The ministerial party are men full of selfishness, who look after their own private interests and not the welfare of their country; in fact, they are totally unqualified to conduct the affairs of the State with loyalty and dignity. How can a governor in less than a year study the needs of the colony, and get to know the ways and means and make proposals for its improvement and to reap the fruits of his studies and work? It is precisely what he is in a state of beginning to govern *conscientia* that he is transferred and substituted for a new man, who knows nothing of Macao, and perhaps has not the least idea of civil administration, for very likely some captain of the army or navy, *prolegete* of the present Ministers, will be sent out as governor. Such is the deplorable state of Portugal! The colonies, as a rule, are governed, as it were, by recruits! How can they prosper under such conditions? "Take your chance and fill up your pockets" is the motto of the ever-changing parties. Many undesirable will probably return to Macao to occupy responsible positions, and it will be no wonder if the hero of the *Tatsu-Maru* be among the number! When will Portugal recognize the necessity of pondering seriously over the destinies of her colonies? Why not follow the example of British administration, whose colonies flourish and prosper? Take, for instance, Hongkong, compared with Macao, what is it? In our opinion, and in the opinion of any sensible creature on earth, it is *Patria sine anore* more *est*!—Contributed.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

CHINA AND JAPAN.

Tokyo, August 9th.

The Chinese Minister at Tokyo called on Saturday upon Baron Komura, Minister for Foreign Affairs, and authoritatively reported that the Chinese Government proposed that pending questions between the two countries should be referred to a Commission for consideration.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS".]MEETING OF KAISER AND
TSAR.

LONDON, August 8th.

The Kaiser, returning from his northern tour on Saturday, met the Tsar on the Kiel Canal.

TURKEY AND GREECE.

LONDON, August 8th.

The Turkish Minister at Athens has made a verbal demand that Greece should disclaim any ambitions in Crete, and has requested a reply within a reasonable time, otherwise he will take prolonged leave.

LONDON, August 9th.

The tension between Turkey and Greece over the Cretan Question has become extremely acute and is engrossing the attention of the Powers. Greece, in answer to Turkish demands, reiterates that the question of the future of Crete is in the hands of the Powers.

IMPERIAL DEFENCE.

LONDON, August 8th.

The Conference on the Defence of the Empire is making substantial progress. A sub-committee of military experts, presided over by General Sir William Nicholson, Chief of the General Staff, is working out technical details.

The delegates of the various Dominions are consulting separately with the Admiralty on naval matters.

CAPTAIN OF S.S. "PERSIA" FINED.

Before Lieut. C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday the master of the s.s. *Persia* was proceeded against by Mr. A. E. Davey, Chief Boarding Officer, for failing to enter his ship at the Harbour Office within 24 hours after arrival. Defendant stated that he had been at Whampoa for sometime and when he first arrived there had deposited the ship's articles, register and clearance at the British Consulate, Canton. When leaving he was assured that the ship's papers were certain to be sent here by mail. His Worship exonerated the defendant from personal blame, but imposed a nominal fine of \$25.

SCRIPTURE MODERNISED.

Vicount Ridley told a good story at the festive dinner of the Charing Cross Hospital at the Hotel Metropole. "I have heard of a child in an elementary school," he said, "who was asked to define the scriptural text of 'The quick and the dead,' and I am told that the child answered that the quick were those who got out of the way of motor-cars, and the dead were those who didn't."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 12.05 p.m.—The depression situated near East of Okinawa (N. Loochoo) is becoming deeper. It remains almost stationary.

The depression lying over the Yellow Sea yesterday appears to have reached the coast to the North of Shanghai.

The barometer has fallen over E. Japan owing to the passage of a depression to the North of Hokkaido.

Pressure remains high over the S. part of the China Sea and the S. Philippines.

Fresh W. and S.W. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.75 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (S.W. winds, fresh).

South coast of China between Same as No. 1.

Hongkong and Lamooka. Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan. Same as No. 1.

(*) W. and S.W. winds, fresh; thunder showers.

SUPREME COURT.

Monday, 9th August.

IN ORIGINAL JURISDICTION.
BEFORE THE FULL COURT.HONGKONG MILLING COMPANY V. ARNHOLD,
KARBERG & CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Perry Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeil, from Shanghai, and Mr. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Doonan, Looker and Doonan.

Mr. MacNeil said he was prepared to put in certain letters which their Lordships said should be produced, excepting one written after the date of the writ. They had since then received other letters, some of which related to correspondence with Borsig. These letters he was prepared to produce at once, but as translations had only just been received he asked to be allowed time to read them. There was another matter he wished to mention, in which both sides felt there ought to be a decision. That was in relation to certain correspondence held by the plaintiffs which passed with Mr. Rennie with regard to the ice plant. That correspondence plaintiffs were unwilling to produce on the ground that it was not material.

Mr. Slade said he had not said it was not material, but said it was inconvenient.

Mr. MacNeil said it must be material to Mr. Rennie's knowledge as to the different ice plants which could be obtained. On these grounds they wished the decision of their Lordships on the point.

Mr. Slade said they were perfectly willing to produce the letter if it was considered material, but it seemed to him to be absolutely immaterial, because Mr. Rennie, long before this contract was entered into, was asking for tenders from various ice manufacturers other than the defendants. The question at issue, it seemed to him, was whether or not the defendants had fulfilled their contract. If they had, they were entitled to a verdict. If they had not, the plaintiffs were entitled to a verdict, and whatever the claims and pretensions of other manufacturers with regard to their ice plants might be, it seemed to him entirely immaterial.

The Chief Justice thought that the letters should be put in.

The Puisne Judge said he did not at present see how the letters would be material, although he was not prepared to differ.

Mr. Slade agreed to produce the correspondence. Evidence was then called.

Mr. G. K. Haxton said he was an engineer and manager of the Hongkong Ice Co., which manufactured ice entirely on the plate system. In ice so made there was no core, and the sizes of the pieces as they came from the machine were six feet long, six feet deep and nine inches wide. Each piece weighed 1,600 lb. The pieces of ice were clear throughout, and if a plate was put up on edge with an object on the other side, that object could be seen through it. There were occasionally air holes found in one corner of the Company's blocks of ice, but about fifty per cent. of the blocks were nearly free. From a commercial point of view the transparency of ice was important. Witness had been engaged at the Ice Company's works about two years, and carried on the system of making ice he found in vogue when he started. Since he had been manager the same clearness had been maintained. Witness knew the terms of the contract between the Hongkong Milling Co. and Messrs. Jardine, Matheson & Co. with regard to the latter purchasing the surplus ice of the former company. On June 23rd witness took a block of the Hongkong Ice Company's ice to the Milling Co. for comparison with the latter company's ice. The ice which the Milling Company showed him did not come up to the warranty, as it was not so hard as the Ice Company's commodity and there were many air holes in blocks. A core was composed mostly of unexpelled air, and was porous; it was also quite opaque. It was not possible to look through the Milling Company's ice in the same way as could be done with the ice of the Hongkong Company. Another defect in the Milling Company's ice was that it melted quicker, and this he attributed to the core and the airholes. After exposure to the air for a time the core melted and left a hole right through the ice. In witness's opinion the ice of the Milling Co. was not saleable at the same price as that of the Hongkong Ice Co., as it was of an inferior quality.

In cross-examination witness said that if the Milling Company's ice was put on the market at the same time as that of the Ice Co., sales might succeed. Previous to joining the Ice Co., in February, 1907, witness had not been engaged in the manufacture of ice. He had not been engaged in any firm which made machinery for the manufacture of ice, but he had been engaged in trial runnings of ice machinery. This was when he was an apprentice in Edinburgh. When witness attended test runs he had seen ice made. Witness knew of the fact of a contract being contemplated between the Milling Co. and Jardine, Matheson and Co. before that contract was signed. He knew this because Mr. Rennie had approached the Ice Company's engineer, and subsequently Messrs. Jardine, Matheson and Co. consulted him and asked him whether the quantity of ice from the Milling Company would be sufficient. No mention was made to him of the particular way in which the ice to be supplied was going to be made. Then

he heard of the contract having been made. Within the last few weeks the Ice Company had been putting a good deal more ice out, and now they were using the old as well as the new plant. The actual speed at which the operation of freezing was carried through was the same as before. A small proportion of the ice now being sold showed air bubbles, but a greater proportion than before the old plant was working. Just now the ice manufactured by the old plant in a good many cases had a white triangular band on the top about three inches long and one inch deep. That band was practically the same as the core in the ice of the Milling Co., but was quite avoidable, and was caused by putting more water in the ice boxes in order to get more ice. There were different ways of freezing plate ice than that adopted by the Hongkong Ice Co., but witness had not seen any of those systems in operation. Before the contract was made witness several times saw Mr. Rennie with regard to it. He then knew of can ice, but regarded plate ice as better, and if Mr. Rennie had told him the Milling Co. ice was can ice he would have mentioned the matter to Messrs. Jardine, Matheson and Co. Witness did not know that some people preferred can ice to plate ice, although he knew that the former was mostly used in America; that was because it was cheaper. He remembered Mr. Rennie asking permission to inspect the ice works. Witness referred him to the General Managers, who refused permission. In the month of May, 1908, witness inspected the ice works of the Milling Co., and reported the result of his visit to Mr. Ross. He visited the works on the day of a test run; he did not think that was unfair.

After the tiffin adjournment the cross-examination of Mr. Haxton was proceeded with. Witness was taken back to his conversation with Mr. Ross, and stated that at that time he had seen can ice on steamers which had been bought at coast ports. Witness had not seen can ice made at Shanghai or Singapore. He formed the opinion that can ice was not as good as plate ice from the samples he had seen on board, and from what he had read in books. He had read that sometimes with special appliances can ice had not a core. Otherwise it was not as clear as plate ice. Witness would not say that the Milling Company's ice, apart from core and needles, was not as clear as that of the Ice Co.

Assuming this ice to be as clear as yours, and assuming it has a core, do you now consider yourself justified in saying that the ice is not as good as that of the Ice Company?—I would say it was not as good.

Now, Mr. Haxton, you came to the giving of this advice to Messrs. Jardine, Matheson with this in your mind, viz., that "Can ice generally has a core; this is going to be can ice; the only can ice I have seen was not as clear as the ice of my company"—and it was with that in your mind you gave that opinion that the ice would not be as good, is that not so?—Yes.

While the witness was explaining his method of conducting a test of the ice of the two companies the Puisne Judge drew Mr. MacNeil's attention to his misunderstanding of an answer.

Mr. Slade: That's what I whispered to you. Mr. MacNeil—His Lordship the Puisne Judge has put me straight, and I'd sooner take it from him than from you, Mr. Slade.

Mr. Slade—Very well, I was only trying to keep you straight, but it is a rather difficult job. I will give it up in future.

Witness explained his method of conducting a series of tests with two blocks of ice, one from each company. The result of the test was in favour of the Ice Company, for when the Milling Company's block of 15 lbs. had melted, there was still remaining 1 lb. 3oz. of the Ice Company's block. A second test made with a 7lb. block of the Ice Co. and a 7½ lb. block of the Milling Co. ended in the latter melting when there were two ounces of the block of the Ice Co. left.

Mr. MacNeil stated that according to the most accurate tests the Milling Co.'s ice melted at the beginning slower than that of the Ice Co., but quicker at the end. (To witness)—You say that your ice, size for size, weighs a little heavier, now you have just said with regard to the second experiment that the ice was of the same size and shape, nevertheless the Milling Company's block was heavier. May I say that the Ice Company's ice is not always heavier?—It is always heavier.

The Puisne Judge—You did say your ice, size for size, was heavier?—Yes.

How do you explain it?—I think I must have been mistaken in one of the experiments.

Mr. MacNeil—Do you know how Messrs. Jardine, Matheson and Co. came to enter into this contract?—Yes.

Tell me—They wanted a larger supply of ice; in fact, had ordered a machine from England before this contract was entered into. When the proposal was made by the Milling Co. the contract for a new machine at home was cancelled and arrangements were made with the Milling Company.

If you had not arranged with the Milling Company that Company would have been competitors?—Quite likely.

As a matter of fact, if the Milling Company had sold ice without any arrangement with you it would necessarily have an effect upon the Ice Co.?—By the amount they sold.

There was the possibility that the Milling Co., producing ice on their own account, might have been able to undersell the Ice Co. at the price they were then selling?—They might.

As a matter of fact there is a competitor in the market just now, is there not?—Yes.

That is the Oriental Brewery?—Yes.

At what price were you selling ice at the end of 1907?—12 cents per pound.

What is the lowest price ice touched this year?—Half a cent.

Will you agree with me when I say that the reducing of the price was due to the competition

TO LET

TO LET

GODOWN, No. 5A, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [98]

TO LET

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground.
PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shaikwan Road.
PREMISES at SHAMKIN, CANTON, now in occupation of the Canton Kowloon Railway.
NEW FIVE ROOMED HOUSES in Shelley Street.
THE EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.
C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.
DWELLING ROOMS and OFFICES in Queen's Road Central.
GODOWNS in Duddell Street.
HOUSES in BELILIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals.
FOR SALE.—"Tou Crest", at Peak, commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
LINSFORD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 23rd July, 1909. [100]

TO LET

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor.
Apply to—
WM. MEYERINK & Co.
Hongkong, 2nd July, 1909. [920]

TO LET

IN No. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDAR'S HILL, a Commodious Five-roomed Dwelling House, with Servants Quarters, next to the Mescote Club.
DAVID SASSOON & Co., Ltd.
Hongkong, 7th August, 1909. [1054]

TO LET

"STOWFORD" 12, Bonham Road, and 5 STEWART TERRACE, the Peak.
Apply—
A. B.
Care of "Daily Press" Office.
882]

TO LET

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godown East Point).
Immediate Possession. Rent exceptionally moderate.
Apply to—
KAN FOOK,
No. 107, Wellington Street,
behind the Stag Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 28th May, 1909. [797]

TO LET

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.
Apply—
Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET

FIVE ROOMED HOUSES at Kowloon.
1 ROOM on First Floor of "Hotel Mansions," with use of Bath Room, suitable for Office or Living Room.
NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.
KOWLOON MARINE LOT 42, Yaumati, Area 35,200 square feet with 250 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.
Apply to—
HUMPHREY'S ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 29th June, 1909. [909]

TO BE LET

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.
Apply—
T. B. L.
Care of "Daily Press" Office.
Hongkong, 11th May, 1909. [723]

TO LET

A HOUSE in Wong Nei Chong Road.
A HOUSE in RYON TERRACE.
OFFICES To Let, No. 2, Connaught Road, 3rd Floor.
No. 3, CLIFTON GARDENS, Conduit Road.
No. 10, DES VŒUX ROAD CENTRAL, 1st floor.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [97]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.
Apply—
CHATER & MODY,
Victoria Buildings,
Hongkong, 1st February, 1909. [264]

TO LET

STORAGE.
For COAL, TIMBER, &c.
TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET

TO LET

NO. 1, ORMSBY TERRACE.
No. 5, BARROW TERRACE. Cheap Rental.
Apply to—
SPANISH PROCURATION,
Hongkong, 31st July, 1909. [1026]

TO LET

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor.
ONE SPACIOUS GODOWN, No. 125, Wanchoi Road.
Apply to—
REUTER, BRÜCKELMANN & Co.
Hongkong, 1st July, 1909. [911]

TO LET

POPULAR SUMMER RETREAT.
ONE of the BEST HOUSES at Kuliang, the Beautiful Summer Resort and Sanatorium, near Focchow, to be let, fully furnished, for the whole season. Apply to Office of this paper for references.
Focchow, 22nd May, 1909. [794]

TO LET

KING'S BUILDINGS.
OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1909. [818]

TO LET

BELVEDERE, 120, PLANTATION ROAD, PRAK, To Let Furnished, from Sept. 1st.
Apply to—
H. E. OAKLEY,
Hongkong, 7th August, 1909. [1052]

TO LET

NO. 2 OLD BAILEY. Immediate possession. Moderate Rental.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 7th August, 1909. [1053]

TO LET

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.
"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 3rd March, 1909. [399]

TO LET

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.
Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET

NO. 3, LYBEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court. Thoroughly repaired. Rent Moderate.
Apply to—
X. Y. Z.,
Care of "Daily Press" Office.
Hongkong, 7th July, 1909. [937]

TO LET

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS. Electric Fittings, suitable for Office or Dwellings. Also GODOWN, No. 9, Duddell Street.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 1st July, 1909. [912]

TO LET

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings.
Apply to—
A. B. AVASIA,
1, Duddell Street.
Hongkong, 10th August, 1909. [941]

TO LET

NO. 1, CANTON VILLAS, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 4th August, 1909. [1035]

TO LET

NO. 26, WYNDHAM STREET, containing 6 ROOMS.
Apply to—
E. A. & C. F. CARVALHO,
14, Arbuthnot Road.
Hongkong, 4th August, 1909. [1036]

TO LET

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Rooms.
Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

NOTICE

WE, THE UNDERSIGNED, Trustees for the Creditors of TSO KIT KEE appointed by Deed Dated the 27th day of February, 1909, hereby Give Notice, that having on the 27th day of April last paid to the Creditors a first dividend of 30 per cent. in respect of the Debts due to them respectively, we have now declared and are prepared to pay a Second and Final Dividend of 18 per cent. on the 15th day of August, 1909. We therefore request that each of the Creditors on that day send up, at the Comptroller's Department of Messrs. W. G. HUMPHREYS & Co., 16A, Queen's Road Central, Hongkong, an account of the Debt due to such Creditors by Tso Kit Kee, together with any promissory note or such proof or other Securities held in respect thereof.
NG KWOK HING,
CHAN PAI YU.
Hongkong, 9th August, 1909. [1057]

THE AWAKENING OF CHINA.

HER NEEDS AND A GREAT OPPORTUNITY.

The following, which we take to be an advertisement, appears in *The Times* of July 7th:—
It is difficult to escape the language of exaggeration when one contemplates the spectacle of China to-day, breaking away from the traditions and self-content of a thousand years to acquire the knowledge and power of the Western World which, down even to ten years ago, she despised and contemptuously refused. For anything approaching a parallel one must turn to Japan and her sudden emergence from centuries of isolation to become the pupil of Europe and to raise herself from exclusive and Asiatic feudalism in 1869 to the world-power she is in 1909. At the present moment China is in the first stage of that movement out of her immemorial past, like a chrysalis preparing to emerge from its cocoon. But the development of China throws almost into insignificance the precedent of Japan, wonderful and complete as that has been. In the case of Japan it meant the re-organization on the lines of Western knowledge, science, and progress of a nation of 40 millions of people. In the case of China it means the departure from the hide-bound traditions, customs, and sterile knowledge of a thousand years of a nation of 400 millions of people. This one-third or at least one-fourth of the whole human family, homogeneous in race and language, is now setting itself to school in the knowledge, science, and methods of the Western World. The changes which the next ten years will effect in China can only be dimly foreseen, even by those who best know the patience, industry, and powers of learning of the race.

THE EMERGENCE OF CHINA.

The past ten years in China have been sufficiently full of development, though no more than preparatory to what is already on the way. China's defeat in 1894 at the hands of Westernized Japan at once roused Chinese patriotism and her sense of the power of European knowledge. There followed in 1895 attempts to introduce administrative reforms, which led to the Boxer Rising—China's effort to justify her ancient ways and means by riding the Empire of all "foreign devils." The crushing of that movement by the combined action of the Treaty Powers definitely established in the Chinese mind the superiority of Western knowledge, or, at least, the ineffectiveness of China's ancient methods when opposed by European science and skill. As a Chinese official recently remarked: "Before the year 1900 every Chinaman was convinced that he was superior to Europeans; since 1900 he has been convinced that he is inferior." The victory of Europeanized Japan over Russia accentuated that conviction and made it final.

From that day China has steadfastly set her face to the West and to the acquisition of the knowledge and power of Christendom. By the Imperial Edict of October, 1905, the old syllabus in the literature and moral philosophy of ancient China through which the officials and mandarins were awarded their positions was abolished, and it was prescribed that in the future the candidates for official posts should be selected from those who proved their capacity in modern knowledge and education. With the abolition of that antique system of civil service examination (dating from the time when Alfred the Great ruled England) came the establishment of an educational system of graded schools and colleges—Lower and Higher Primary Schools, Lower and Higher Secondary Schools, with advanced and technical curricula—throughout the Empire. Temples were seized by the authorities and turned into schools, while maps and blackboards superseded ancestral tablets and images, though trained teachers were lacking. Practically every province may be said to have a so-called "Imperial University." In the schools, colleges, and various educational institutions of the province of Chihli the students number 100,000, while of individual cities Nanking, the provincial capital of Kiangsi, is educating 10,000. These are merely instances which show how the oldest civilized race in the world is setting herself to acquire modern learning. Nor is this movement limited to males; for in defiance of the ancient subservience in which women have been held in China, the Imperial Government has promulgated a scheme for the establishment of primary and normal schools for girls. Simultaneously there has come amazing activity in the printing and publication of translations of English and European books, the sales of which are being numbered by hundreds of thousands. Unfortunately great business energy has been devoted to the supply of meretricious books, and it is a matter of urgent and vast importance that adequate means should be forthcoming for the translation and publication of the best and highest in Western literature.

CHINA UNBOUND.

Resolutely and unflinchingly China has seated herself at the feet of Western learning, and in all earnestness and diligence she is acquiring it. This educational movement on the part of China far exceeds in significance and importance the raising and training of a Chinese army on a European model. The ethical aspect of the awakening is declared in the bold and sweeping prohibition against opium smoking, which is now declared illegal in province after province, and officials obliged to it declared incapable of retaining office if they do not break themselves of the habit within a given period of months. Striking at the root of the evil, the cultivation of the poppy is being drastically forbidden in many parts. Socially this new-birth of China is equally, if not more emphatically, signalled by decrees forbidding the binding of women's feet. The utmost that the most sanguine missionaries have asked is that girls under sixteen should have their feet unbound, but in the enthusiasm for the uplifting of the race, one Chinese victory has ordered all women under forty to unbind their feet within four months under penalty of a fine, to be devoted to the support of girls' schools.

These are symptoms of the awakening which is manifesting itself in every sphere of Chinese life. How railways have spread themselves and are being built throughout the Empire is a matter which cannot be dealt with here. That which is of supreme, permanent significance is the fact that from its long slumber and self-content China is at last awake, eager and intent on her education in all the wisdom and science of the Western World, whose knowledge she has spurned so long. Education—that is the keynote and intention of China to-day. In literature, in science, in engineering, in medicine, in philosophy, she is waiting and anxious to receive from the West. No account of this amazing volte face of China from her attitude of contempt and aversion to more than ten years ago can omit the part which has been played in this awakening of the world's greatest nation by the work of the Christian Churches through decades after decades. There is no sect or denomination of Christianity which has not shared in the missionary work. Through schools, colleges, hospitals, and the publication of English literature in Chinese translation the missions have been the first to introduce Western knowledge and ideas to China. Decades of apparently fruitless labour

and the blood of many martyrs have led up to the present position of China, thirsting for the knowledge of the West, abhorring "foreign devils." Active hostility to Christianity has gone. Both the highest officials and the people at large now recognize the fact that Christianity "has come to stay" in China. Acute and impartial observers, indeed, have declared that "the successful propagation of Christianity is probably the most vital factor in determining the future history of Asia." Speaking at the Mansion House meeting of the China Emergency Committee held under the presidency of the Lord Mayor on March 16, 1909, Sir Robert Hart, whose long work as Inspector-General of the Imperial Chinese Customs has given him the profoundest knowledge of China and its people, said: "We are alarmed lest Western knowledge and Western science may give the Chinese people strength without principle, and may even bring in a grade materialism without that higher teaching and higher guidance which are necessary for the best welfare of any people."

CHINA'S PRESENT NEED.

It is the realization of that danger, but even more a realization of the needs of China, which have led to the formation of the China Emergency Committee, the representative character of which may be best shown by the fact that it includes Sir Robert Hart as President, the Archbishop of Canterbury, the Bishops of London, Calcutta, and Ripon, Lords Alving, Arundel, Strathcona, Reay, and Kinaird, the President and ex-President of the National Free Churches Council, Rev. Alexander McLaren, Rev. Dr. Fairbairn, Rev. Dr. J. B. Paton, the Vice-Chancellors of Oxford, Cambridge, Edinburgh and Glasgow Universities, and many other distinguished men representing banking, commerce, education, medicine, and various missionary societies. It is the object of the Committee to study the full and unexamined present opportunity of establishing in China institutions through which the Chinese people may be trained to educate themselves in the Western knowledge and civilization which they have set themselves to acquire.

There is, first, China's crying need of medical education—of schools and hospitals in which Chinese students will be taught and practice medicine and surgery. Already valuable work has been done by the Union Medical College and Hospital at Peking, whose diploma is officially recognized by the Chinese Government. Similar institutions are urgently needed, and the China Emergency Committee appeals for £40,000 for their building and equipment.

Not less needed is the establishment of colleges and centres for the training of Chinese teachers for the primary and secondary schools which are being established everywhere throughout this Empire of 400,000,000 inhabitants. The China Emergency Committee appeals for £40,000 to build and equip these training colleges.

Thirdly, there is a demand throughout China for translations of European books. The demand far exceeds the supply, though it is only through literature that the Chinese gentleman will acquaint himself with Western thought and learning. The books sell in vast numbers, but the work of translation involves heavy preliminary expenses. For this purpose the China Emergency Committee appeals for £20,000. Contributions can be specifically given, if desired, for one or more of the three objects included in the appeal and should be sent to the China Emergency Appeal Committee, 28, Victoria Street, Westminster, S.W., or to the Hon. Procurator, Robert L. Barclay, Esq., 54, Lombard Street, E.C., or the Right Hon. the Lord Mayor, Mansion House, E.C.

These are the three objects for the attainment of which the China Emergency Committee has been established. It must be noted that in each case the need of funds is for capital expenses for the development of institutions which will continue to be worked by existing societies and agencies, so that donors to the £10,000 will not be called upon for a annual subscription. Indeed, the Medical Colleges and Teachers' Training Colleges will, when once established, be maintained by the fees of the students. But China needs these institutions now in order that Chinese doctors and schoolmasters may be trained and in turn train their fellow-countrymen as doctors and teachers. That may be expected of China within the next 15 or 20 years, but to day the imperative, urgent, and immediate need of China is for European teachers and professors. Two or three years ago the occasion might have been given in the words of Sir Robert Hart—"four hundred millions of people to advance in the right direction." India to-day is an instance of the grave dangers which follow the assimilation of Western knowledge unaccompanied by Western ethics and the spiritual influences of Western civilization. In an even greater degree that danger faces China. It is the object, therefore, of the China Emergency Committee, while primarily establishing educational institutions, to elevate and re-orient the spirit of Western Faith. These are the years of crisis in China, and her whole future awaits crystallization. It is for this reason that funds are now urgently sought for the immediate establishment of Medical Schools and Normal Training Colleges and for the diffusion of Western literature in China.

These tiny Capsules—superior to Copaliba, Cubeba, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience.

Each Capsule bears the name MIDY

FOR DISEASES OF THE CHEST.

GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME.

Prescribed in France for the last 30 years. It cures the most obstinate BRONCHITIS, ASTHMA, COUGHS, COLIC, DYSPEPSIA OF THE CHEST, LUNGS, and BRONCHIAL TUBES.

THE DIRECTORY AND CHRONICLE FOR 1909

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They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £70 to £30,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free. Write for Handbook, sent post free.

MELVILLE, GLYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[1024]

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO HIS MAJESTY THE KING AND H.R.H. THE PRINCE OF WALES.

For Table Use and Mixing with Wines and Spirits.

[958-1]

MARTIN'S APOLAR STEEL PILLS

A French Remedy for all Irritabilities. Thousands of Ladies always keep a box of this little pill in their medicine chest. It is a sign of any irregularity of the System a timely dose will be beneficial. These pills are the most reliable and most effective remedy for all ailments of the female system. All Chronic and Acute ailments of the female system, such as Pains, Headaches, Indigestion, etc., are cured by this little pill. It is the most reliable and most effective remedy for all ailments of the female system. All Chronic and Acute ailments of the female system, such as Pains, Headaches, Indigestion, etc., are cured by this little pill.

PROMISE AND FULFILLMENT.

There is an old axiom to the effect that what everybody says must be true. Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common ailments you may profitably pay heed to the opinion of the majority—which in times of sickness puts its faith in the efficacy of Beecham's Pills. Nor has that trust been misplaced. An annual sale of 6,000,000 boxes proves the universality of the belief in the value of

BEECHAM'S PILLS

Many preparations, mis-called remedies, claim impossibilities. They could not reasonably make good much that is claimed for them. No exaggerated statements are put forward respecting Beecham's Pills. The steady demand for them—year after year—proves that those who have need of them have found that they wrought those cures that they are announced to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach—correcting the digestive system, and regulating the liver, kidneys, and bowels, and the use of Beecham's Pills will prove to your perfect satisfaction that they

MAKE GOOD EVERY CLAIM.

Sold everywhere in boxes, price 6d., 1/1 & 2/6.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THE VAT WAS STARTED BY THE LATE ROBERT THORNE OF CARRONCK AND HAS BEEN SOLD AS SUCH SINCE 1823

SCOTCH WHISKY

SOLE AGENTS IN HONGKONG, CHINA & MANILLA. A. S. WATSON & CO., LTD.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital £6,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1909. [908]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CALEDONIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at WHARF RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Marmora,"
From Australia, ex s.s. "Macedonia,"
From Calcutta, ex s.s. "Nore,"
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 4th August, 1909. [1]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th August, 1909. [1043]

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 16th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLONITZ & Co., Agents.
Hongkong, 6th August, 1909. [4]

SHIPPING.

ARRIVALS.

ANHUI, British str., 1,350, J. B. Harris, 8th August—Shanghai 5th August, General—Butterfield & Swire.

BUNJUN MARU, Japanese str., 1,304, Y. Fuseno, 8th August—Swatow 7th August, General—Osaka Shosen Kaisha.

CARL DIENRICHSSEN, German str., 1,210, J. Kayser, 9th August—Haiphong via Hoihow 27th July, General—Jensen & Co.

CHILDAE, Norwegian str., 1,102, H. Nilsen, 9th August—Bangkok via Swatow 8th August, General—Kin Te Loong.

DETAWONGSA, Ger. str., 1,507, Fr. Rehwaldt, 8th August—Bangkok 1st August, General—Butterfield & Swire.

FRITHOF, Norwegian str., 891, O. Andersen, 8th August—Haiphong 3rd August, General—Angard, Thoresen & Co.

HADRAM, 742, D. Sidel, 9th August—Hoihow 4th August, General—

KARONIA, British str., 4,932, R. Leslie, 9th August—New York via Singapore 3rd August, General—Shewan, Tomes & Co.

MACHIEW, German str., 996, K. Zoller, 8th August—Bangkok 31st July, Rice—Butterfield & Swire.

NANCHANG, British str., 9th August—Canton.

SINGAN, British str., 1,047, W. Shiao, 9th August—Haiphong and Hoihow 8th August, General—Butterfield & Swire.

TELEMACUS, British str., 1,340, Gillespie, 8th August—Manila 5th August, General—W. F. Sing.

TELEMACUS, Dutch str., 2,475, R. J. von Emmelich, 8th August—Macassar 31st July, Sugar and general—Java-China-Japan Ltd.

YUENANG, British str., 1,123, P. H. Rolfe, 9th August—Canton 7th August, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,629, R. Rodger, 9th August—Manila 7th August, General—Shewan, Tomes & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

9th August.

Armaton Apcar, British str., for Shanghai.

Chinkiang, British str., for Shanghai.

Haigang, British str., for Foochow.

Hongchow, British str., for Chinkiang.

Hongchow, British str., for Foochow.

Nord, Norwegian str., for Samarang.

DEPARTURES.

9th August.

AMIGO, German str., for Canton.

ANHUI, British str., for Canton.

GERMANIA, German str., for Wakamatsu.

KURICHO, British str., for Canton.

MZEEFOO, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. Anhui reports: Fresh monsoon and squally.

The British str. Yuenang reports: Moderate S.W. monsoon throughout.

The British str. Telemacus reports: Fresh S.W. winds and stormy weather.

The British str. Zafiro reports: Fresh S.W. wind and moderate sea, fine clear weather throughout.

VESSELS IN DOCK.

August 9th.

ABERDEEN DOCK.—Vorwarts, Butuan, Chusan, Suisan, Persia, Soryogon, Dos Hermanas, Tolmanus.

COLOMBIAN DOCK.—Magallanes.

TAIKOO DOCK.—Poonow.

VESSELS PASSED ANJER.

July 16, British str. Macleff, from Saigon for Mauritius.

July 16, British str. Den of Opt, from Tjilatjap for Batavia.

July 19, British str. Baron Fairlie, from Mauritius for Batavia.

July 20, British str. Haura, July 7, from Bombay for Samarang.

July 20, French str. Breiz Huel, May 24, from New York for Saigon.

July 21, British str. Sofala, from Bombay for Samarang.

July 22, Norw. barque Collingwood, Lureen, June 15, from Delagoa Bay for Bangkok.

July 23, British str. Volga, May 23, from New York for Hankow.

July 24, Dutch str. Ophir, de Boer, June 19, from Rotterdam for Batavia.

July 26, German str. Reichenbach, Picters, from East London for Batavia.

July 26, British str. Alden, Wyatt, from Sourabaya.

July 26, British str. Islander, Deans, July 24, from Singapore for Christmas Island.

July 26, British str. Oloberia, from Bombay for Sourabaya.

VESSELS ON THE BERTH

For SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship

"ARRATOON APCAR."

Captain A. Stewart will be despatched for the above Ports TO-DAY, the 10th inst., at 1 P.M.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a daily certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th August, 1909. [1039]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"

Captain Ingram will be despatched as above on or about the 25th inst.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £35.

For Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd August, 1909. [1032]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." and those vessels denoting the section.

1. From Green Island to the Harbour Master's.		2. From Harbour Master's to Black Pier.		3. From Black Pier to Naval Yard.		4. From Naval Yard to East Point.	
DESTINATION	VESSEL'S NAME	FLAG & REG.	ANCHOR	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP via Singapore, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 11th inst.	
LONDON & ANTWERP via SINGAPORE, &c.	CALDONIA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	CARMARTHENSHIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., Ltd.	About 25th inst.	
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMBIA	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINE	On 12th inst.	
ANTWERP, ROTTERDAM & HAMBURG, &c.	AMBA	Ger. str.	k.w.	Neumann	HAMBURG-AMERICA LINE	About mid. of Sept.	
HAVRE, BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 1st Sept.	
HAVRE & HAMBURG via STRAITS, &c.	SLAVONIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Sept.	
MARSEILLES, HAVRE & HAMBURG, &c.	ADDIO	Ger. str.	k.w.	Girard	MESSAGERIES MARITIMES	On 18th inst.	
MARSEILLES, HAVRE & HAMBURG, &c.	YANKEE SHIPS	Fre. str.	—	—	—	On 17th inst., at 1 P.M.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AWA MARU	Jan. str.	—	A. Kaita	NIPPON YUSEN KAISHA	On 18th inst., at D'light	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	CARMARTHENSHIRE	Brit. str.	—	Ingram	JARDINE, MATHESON & Co., Ltd.	About 25th inst.	
MARSEILLES, HAVRE & HAMBURG, &c.	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 1st Sept., at D'light	
MARSEILLES, HAVRE & HAMBURG, &c.	SAKONA	Ger. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 2nd Sept.	
MARSEILLES, HAVRE & HAMBURG, &c.	CATHAY	Dan. str.	—	A. E. Moss	MELCHERS & Co.	End of Sept.	
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	F. v. Binsse	NIPPON YUSEN KAISHA	About 25th inst.	
CALLAO, IQUIQUE, &c. via JAPAN PORTS, &c.	AMERICA MARU	Jap. str.	—	Radonich	TOYO KISEN KAISHA	On 30th inst., at Noon.	
NAPLES, GENOA, ALGIER, GIBRALTAR, &c.	PRINCE LUDWIG	Ger. str.	—	Radonich	SANDEB, WIELER & Co.	To-morrow, at Noon.	
TRIESTE, &c. via SINGAPORE, &c.	SURBIA	Brit. str.	—	W. G. Williams	JARDINE, MATHESON & Co., Ltd.	About 25th inst.	
NEW YORK via SUEZ CANAL	INDRAWADI	Brit. str.	—	—	—	On 21st inst.	
BOSTON & NEW YORK	LENNON	Brit. str.	—	—	—	On 14th inst.	
BOSTON & NEW YORK	EMPEROR OF JAPAN	Brit. str.	2 m.	—	—	About 10th Sept.	
YANKEE SHIPS	ATYMERIC	Brit. str.	—	J. Boyd	CANADIAN PACIFIC R. Co.	On 14th inst., at 6 P.M.	
YANKEE SHIPS	MONTEAGLE	Brit. str.	1 m.	—	—	On 26th inst.	
YANKEE SHIPS	MONTEAGLE	Brit. str.	—	—	—	On 18th Sept., at Noon.	
TACOMA via KEELUNG, SHANGHAI & JAPAN	SEATTLE MARU	Jap. str.	—	—	—	On 28th inst.	
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	KAOGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.	
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SHIWANO MARU	Jap. str.	—	K. Sawano	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.	
AUSTRALIAN PORTS via MANILA	COBLENZ	Brit. str.	1 m.	G. W. Eddy	MELCHERS & Co.	On 13th inst., at D'light.	
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.	
AUSTRALIAN PORTS via QUEENSLAND PORTS, &c.	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.	
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 3rd Sept., at Noon.	
AUSTRALIAN PORTS via MANILA	CHUNANG	Brit. str.	—	Sawer	NIPPON YUSEN KAISHA	On 1st Oct., at Noon.	
KOBE & MOJI	HINSAN	Brit. str.	—	V. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.	
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 12th inst., at 3 P.M.	
KOBE & YOKOHAMA	MIYATAKI MARU	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.	
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Fischer	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.	
JAPAN	TOIKINI	Brit. str.	1 m.	H. Cooper	JAVA-CHINA-JAPAN LTD.	Quick despatch.	
WEIHAIWEI & TIENTSIN	NANCHANG	Brit. str.	1 m.	K. Hooker	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.	
CHEFOO & NEWCHOW	BUELOW	Ger. str.	1 m.	P. Proesch	MELCHERS & Co.	To-morrow, at 4 P.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CATHAY	Dan. str.	—	—	—	About 11th inst.	
SHANGHAI, YOKOHAMA & KOBE	HANGSANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	To-day, at 1 P.M.	
SHANGHAI, YOKOHAMA & KOBE	ARRATOON APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON & Co., Ltd.	On 12th inst., at 10 A.M.	
SHANGHAI via SWATOW, AMOY & FOOCHEW	BUNJUN MARU	Jap. str.	—	Y. Fuseno	OSAKA SHOSHEN KAISHA	On 12th inst., at 4 P.M.	
SHANGHAI	ANHUI	Brit. str.	1 m.	—	—	On 12th inst.	
SHANGHAI & KOBE	YOSHIO MARU	Jap. str.	—	E. Kon	NIPPON YUSEN KAISHA	On 13th inst.	
SHANGHAI, YOKOHAMA & KOBE	SEBIA	Brit. str.	k.w.	G. W. Eddy	HAMBURG-AMERICA LINE	On 13th inst.	
SHANGHAI	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	W. H. B. Hall, R.N.R.	P. & O. S. N. Co.	About 18th inst.	
SHANGHAI, KOBE & YOKOHAMA	LYNAR	Brit. str.	1 m.	Williams	BUTTERFIELD & SWIRE	On 15th inst., at D'light	
SHANGHAI, KOBE & YOKOHAMA	AUTALIAN	Fre. str.	—	—	—	On 18th inst., P.M.	
SHANGHAI, YOKOHAMA & KOBE	C. FRED. LARSEN	Ger. str.	k.w.	Wagner	HAMBURG-AMERICA LINE	On 17th inst.	
SHANGHAI	CHINFA	Brit. str.	1 m.	—	—	On 19th inst., at 4 P.M.	
SHANGHAI	DEYANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 19th inst.	
SHANGHAI	CHENAN	Brit. str.	1 m.	—	—	On 22nd inst.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOOKANG	Brit. str.	—	P. J. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.	
SHANGHAI	TELEMACUS	Dut. str.	1 m.	Mawley	BUTTERFIELD & SWIRE	Quick despatch.	
AMOI, SHANGHAI & CHINKIANG	HANGCHOW	Brit. str.	2 h.	Hodgins	DOUGLAS LARPAK & Co.	To-day, at 4 P.M.	
SWATOW, AMOY & FOOCHEW	HAIVANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	To-morrow, at 2 P.M.	
SWATOW	CHAMUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	On 18th inst., at 2 P.M.	
SWATOW, AMOY & FOOCHEW	SAIKONG	Brit. str.	2 h.	H. Maruyama	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 A.M.	
TAMUI via SWATOW & AMOI	DAIGI MARU	Jap. str.	—	Jameson	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.	
HOIHOW & HAIPHONG	SINGAN	Brit. str.	1 m.	Pennedeker	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.	
MANILA	TAMING	Brit. str.	1 m.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 4 P.M.	
MANILA	YUENANG	Brit. str.	—	R. Rodger	SHEWAN TOMES & Co.	On 18th inst., at Noon.	
MANILA	ZAFIRO	Brit. str.	1 m.	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 P.M.	
MANILA	LOONGSANG	Brit. str.	—	R. W. Almond	SHEWAN TOMES & Co.	On 21st inst., at Noon.	
CERU & ILOILO	KOBI	Brit. str.	—	C. Plankett	BUTTERFIELD & SWIRE	To-day, at 4 P.M.	
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Semhill	MELCHERS & Co.	Beginning of August.	
BOMBAY via SINGAPORE & COLOMBO	ISCHIA	Ital. str.	—	Bekito	CARLOWITZ & Co.	To-morrow, at Noon.	
BOMBAY via SINGAPORE & COLOMBO	BONATY MARU	Jap. str.	—	W. A. Evans	NIPPON YUSEN KAISHA	On 20th inst.	
SINGAPORE, PENANG & GELUTTA	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 3 P.M.	
SAMARANG & SOURABAYA	SHANTUNG	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.	
BATAVIA, CHERIBON, SAMARANG, &c.	TIBODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LTD.	Quick despatch.	

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
* AYMERIC	4,363	J. Boyd	On 26th August.
SUERIC	6,232	S. Shotton	On 23rd September.
OCEANOI	4,657	F. W. Davies	On 21st October.
* KUMERIC	6,232	J. Mathie	On 19th November.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS. 8

Hongkong, 1st August, 1909.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. F. v. Brinzer	{Wed'ay, 11th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. F. Proesch	{About Wed'ay, 11th Aug.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON, HAFEN, SAMARAI and SYDNEY	"COBLENZ" Capt. H. RANGEN	{Friday, 13th Aug., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semhill	{Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 10th August, 1909. [5]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAYING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" Sat., 14th Aug.	"EMPRESS OF BRITAIN" Fri., 10th Sept.
"EMPRESS OF CHINA" Sat., 4th Sept.	"ALLAN LINER" Friday, 1st Oct.
"MONTEAGLE" Saturday, 18th Sept.	
"EMPRESS OF INDIA" Sat., 26th Sept.	"EMPRESS OF IRELAND" Fri., 22nd Oct.
"EMPRESS OF JAPAN" Sat., 16th Oct.	"ALLAN LINER" Friday, 12th Nov.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW "FALCON" EMPIRE Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers \$43 " " and Let Class Railway \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Black Pier.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. X	{On 16th Aug., P.M.
MARSEILLES via PORTS	"ERNEST SIMONS" Capt. Girard	{On 17th Aug., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	{On 30th Aug., P.M.
MARSEILLES via PORTS	"TONKIN" Capt. Charbonnel	{On 31st Aug., 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levants, Constantinople and Black Sea. Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to

P. DE CHAMPORIN, AGENT, Queen's Building. Hongkong, 4th August, 1909. [2]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies.)

STEAM FOR HOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERMAN GULF and BAHAMA, also BANGALORE, VALENZA, ALCANTARA, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA"

Captain Belsito, will be despatched as above TO-MORROW, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents. Hongkong, 2nd August

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT SAID AND MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	About 11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KORE AND YOKOHAMA	BORNEO Capt. W. H. S. Hall, R.N.R.	About 13th Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 19th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	CALEDONIA Capt. W. Hayward, R.N.R.	Noon, 21st Aug.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	On 10th Aug. 4 P.M.
AMOI, SHANGHAI and CHINGKIANG	"HANGHONG"	On 10th Aug. 4 P.M.
AMOI and HAIPHONG	"SINGAN"	On 11th Aug. 9 A.M.
MANILA	"TAMING"	On 11th Aug. 3 P.M.
CHEFOO and NEWCHANG	"NANCHANG"	On 11th Aug. 4 P.M.
WEIHAIWEI and TIENSIN	"KUEICHOW"	On 12th Aug. 4 P.M.
SAMARANG and SOERABAYA	"SHANTUNG"	On 12th Aug. 4 P.M.
SHANGHAI	"ANNU"	On 12th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 15th Aug. 4 P.M.
MANILA	"TEAN"	On 19th Aug. 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 19th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 19th Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Aug. 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANNU", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Tuesday, 10th Aug. Noon.
Kobe & MOJI	"KUNGSANG"	Thursday, 12th Aug. 3 P.M.
MOJI	"CHUNGSANG"	Friday, 13th Aug. 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 13th Aug. Noon.
MANILA	"YUENSANG"	Friday, 13th Aug. 4 P.M.
MANILA	"LOONGSANG"	Friday, 20th Aug. 4 P.M.
SHANGHAI, YOKOHAMA, Kobe & MOJI	"FOOKSANG"	Tuesday, 24th Aug. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 31st Aug. 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOI and FOCHOW	TUESDAY, 10th Aug. at 2 P.M.
"HAIYU"	SWATOW	WED'DAY, 11th Aug. at 2 P.M.
"HAIYU"	SWATOW, AMOI and FOCHOW	FRIDAY, 13th Aug. at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

17

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and Baltic Ports	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KORE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and Baltic Ports	"CATHAY"	End of September.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

6

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, YOKOHAMA & KORE:

S.S. SPEZIA	13th Aug.
S.S. C. FRED. LAEISZ	17th Aug.
S.S. AMBRIA	27th Aug.
S.S. NICOMEDIA	8th Sept.
S.S. LIBERIA	15th Sept.

Further Particulars, apply to—

HOMEWARD.

For ANTWERP, ROTTERDAM & HAMBURG:	S.S. SAMBIA	12th August
For MARSEILLES, HAVRE & HAMBURG:	S.S. SLAVONIA	18th August
For HAVRE, BREMEN & HAMBURG:	S.S. ANDALUSIA	1st Sept.
For MARSEILLES, HAVRE & HAMBURG:	S.S. SAXONIA	2nd Sept.
For HAVRE & HAMBURG:	S.S. SPEZIA	14th Sept.
For ANTWERP, ROTTERDAM & HAMBURG:	S.S. ARABIA	About mid. of Sept.

Hongkong, 7th August, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

12

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KORE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000	Oct. 26th, at Noon.
S.S. MANSU MARU	500	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yok Building.

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Hongkong, 29th June, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU, Capt. A. Keith.	6,500	WED'DAY, 18th Aug. at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KORE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TAMBA MARU, Capt. C. H. Butler.	6,500	WED'DAY, 1st Sept. at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino.	6,500	TUESDAY, 17th Aug. at 4 P.M.
SHANGHAI and KORE	SHINANO MARU, Capt. K. Kawara.	7,080	TUESDAY, 14th Sept. at 4 P.M.
KORE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept. at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU, Capt. M. Winkler.	6,000	FRIDAY, 1st Oct. at Noon.
KORE and YOKOHAMA	YEOUSHI MARU, Capt. B. Kon.	4,500	THURSDAY, 12th Aug. at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	KANAGAWA MARU, Capt. J. Nagao.	6,500	FRIDAY, 20th Aug. at 5 P.M.
KORE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans.	5,000	FRIDAY, 27th Aug. at 5 P.M.
NAKASAKI, KORE and YOKOHAMA	MIYASAKI MARU, Capt. T. Murai.	9,000	WED'DAY, 1st Sept. at Noon.

Fitted with New System of Wireless Telegraphy.

Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. Wm. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. COPE) - About Wed. 17th Nov.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

CHEAPEST ROUND TRIPS

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd CLASS	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 14th Aug. Noon.
RUBI	2540	B. W. Almond	Manila	On 21st Aug. Noon.

For Freight or Passage apply to

HONGKONG, 2nd August, 1909.

SHEWAN, TOMES & Co.,
General Managers.

[14]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

15, DES VUEX ROAD,

HONGKONG.

Japan Office:—

14, WATER STREET,

YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.



FOR	STEAMERS	TONS	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KORE, SHIMIDZU and YOKOHAMA	"SEATTLE MARU"	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE. Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SHANGHAI VIA SWATOW, AMOI & FOCHOW	"BUJUN MARU"	THURSDAY, 12th Aug. at 10 A.M.
TAMSAI VIA SWATOW, AMOI & FOCHOW	"DAIGI MARU"	SUNDAY, 15th Aug. at 10 A.M.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Fochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cabin.

The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

MANAGER.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE,"

will be despatched for the above Ports on

SATURDAY, the 14th August, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 24th July, 1909.

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NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1898.

[9]

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns.

Astraea, 2nd class cruiser, 4,360 tons, 10 guns.

Bedford, 1st class cruiser, Capt. E. S. Fitcher.

Bramble, gunboat 710 tons, 900 i.h.p. Lieut.

Comdr. Hon. R. O. B. Bridgeman, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.

Comdr. F. B. Noble, Weihaiwei.

Cadmus, British ship, 1,070 tons, Comdr. H. L.

P. Hoard, Singapore.

Cherub, water tank and tug, 390 tons, 300 i.h.p.

Master S. West, Hongkong.

Clio, British ship, 1,070 tons, Comdr. C. T.

Borrett, Weihaiwei.

Fame, torpedo-boat destroyer, 310 tons, 6

guns, 5,700 h.p., Lieut-Comdr. Thomas,

Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns,

7,000 i.h.p., Capt. Roland Nugent,

cruising in Pacific.

Handy, torpedo-boat destroyer 275 tons, 6 guns,

4,000 h.p., Lieut-Comdr. Heathcote,

Hongkong.

Hart, torpedo-boat destroyer, 275 tons, 6 guns,

4,000 h.p., Lieut-Comdr. Munroe, Weihai-

wei.

Jama, torpedo-boat destroyer, 280 tons, 6 guns,

3,900 h.p., Lt-Comdr. Heathcote, Hong-

kong.

Kent, 1st class cruiser, 9,800 tons, 14 guns,

22,000 i.h.p., Capt. G. C. A. Marescaux,

Weihaiwei.

King Alfred, 1st class cruiser. Flag ship of

Vice-Admiral the Hon. Sir. Hedworth

Lambton, Commander-in-Chief, 14,100 tons,

18 guns, 30,000 i.h.p. Capt. L. Clinton-

Baker, Weihaiwei.

Kinsho, river gunboat, 616 tons, Lieut-Comdr.

T. J. B. Lyons, Yangtze.

Merlin, surveying ship, 1,0

